

press to determine if those stories were censored in the corporate media. Mr. Jensen has had a profound and lasting impact on hundreds of students in the 5th District and around the country.

Mr. Speaker, it is appropriate at this time to acknowledge the life and accomplishments of Carl Jensen, a true leader, patriot, and defender of the first amendment. May he rest in peace.

PERSONAL EXPLANATION

HON. ROBERT PITTENGER

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 28, 2015

Mr. PITTENGER. Mr. Speaker, on Roll Call Votes #467, 468 and 469, I am not recorded because I was absent from the U.S. House of Representatives. Had I been present, I would have voted in the following manner.

On Roll Call #467. Had I been present, I would have voted YEA.

On Roll Call #468. Had I been present, I would have voted YEA.

On Roll Call #469. Had I been present, I would have voted YEA.

COMMENDING MRS. GLENDA PITTMAN FOR HER INSTRUMENTAL ROLE IN THE COMPLETION OF "THE HUB," THE NEW SENIOR CENTER IN COLVILLE, WASHINGTON

HON. CATHY McMORRIS RODGERS

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 28, 2015

Mrs. McMORRIS RODGERS. Mr. Speaker, I rise today to congratulate Mrs. Glenda Pittman, of Colville, Washington for her tireless commitment to Eastern Washington. Starting in 2000, Mrs. Pittman began raising money for the "Meals on Wheels" program. Due to her widespread success feeding countless seniors, she offered her leadership to raise money for a new senior center. After years of fund-raising, Glenda helped raise the funds necessary to purchase the land and on March 7, 2015, "The Hub" opened its doors to the community.

Glenda and her husband, Glen moved to Colville, Washington nearly 50 years ago. As local business owners, the Pittman's life-long dedication to their community began when they opened the first convenient store in Orient, Washington.

In March of 2006, Glenda began raising money for the new senior center. Glenda and her sister, JoAnna began hosting popular wine tasting galas. After an incredibly successful first gala, these events became an October tradition. Eventually, Glenda expanded her fund raising efforts to include an autumn pinochle tournament, bake sales, bingo, and a partnership with Schwan's Food Company.

Thanks to Mrs. Glenda Pittman's leadership, the senior community center broke ground in April of 2014, with an open house and dedication. Today, a brand new building valued at \$1.1 million offers seniors meals, health and wellness activities, and recreational opportuni-

ties, including games and activities. "The Hub" is also used for weddings, parties, and meetings.

This effort took representatives from the entire Colville community, including local foundations, businesses, and a community block grant. The community effort is highlighted by Glenda's motto: We work as a "TEAM"—Together Everyone Accomplishes More.

So today, I rise to acknowledge and thank Mrs. Glenda Pittman for her years of dedication and hard work. I also want to congratulate her—her leadership in Colville encouraged an entire community to band together, supporting Eastern Washington's seniors. Due to Glenda's genuine care and involvement in the community, Colville has a brand new building, "The Hub" that will unite their community together for generations to come.

THE PRICE OF FETAL PARTS

HON. VIRGINIA FOXX

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 28, 2015

Ms. FOXX. Mr. Speaker, I would like to submit the following:

[From the Washington Post, July 23, 2015]

(By Charles Krauthammer)

Planned Parenthood's reaction to the release of a clandestinely recorded conversation about the sale of fetal body parts was highly revealing. After protesting that it did nothing illegal, it apologized for the "tone" of one of its senior directors.

Her remarks lacked compassion, admitted Planned Parenthood President Cecile Richards. As if Dr. Deborah Nucatola's cold and casual discussion over salad and wine of how the fetal body can be crushed with forceps in a way that leaves valuable organs intact for sale is some kind of personal idiosyncrasy. On the contrary, it's precisely the kind of psychic numbing that occurs when dealing daily with industrial scale destruction of the growing, thriving, recognizably human fetus.

This was again demonstrated by the release this week of a second video showing another official sporting that same tone, casual and even jocular, while haggling over the price of an embryonic liver. "If it's still low, then we can bump it up," she joked, "I want a Lamborghini."

Abortion critics have long warned that the problem is not only the obvious—what abortion does to the fetus—but also what it does to us. It's the same kind of desensitization that has occurred in the Netherlands with another mass exercise in life termination: assisted suicide. It began as a way to prevent the suffering of the terminally ill. It has now become so widespread and wanton that one-fifth of all Dutch assisted-suicide patients are euthanized without their explicit consent.

The Planned Parenthood revelations will have an effect. Perhaps not on government funding, given the Democratic Party's unwavering support and the president wishing it divine guidance. Planned Parenthood might escape legal jeopardy as well, given the loophole in the law banning the sale of fetal parts that permits compensation for expenses (shipping and handling, as it were).

But these revelations will have an effect on public perceptions. Just as ultrasound altered feelings about abortion by showing the image, the movement, the vibrant livingness of the developing infant in utero, so too, I suspect, will these Planned Parenthood rev-

elations, by throwing open the door to the backroom of the clinic where that being is destroyed.

It's an ugly scene. The issue is less the sale of body parts than how they are obtained. The nightmare for abortion advocates is a spreading consciousness of how exactly a healthy fetus is turned into a mass of marketable organs, how, in the words of a senior Planned Parenthood official, one might use "a less crunchy technique"—crush the head, spare the organs—"to get more whole specimens."

The effect on the public is a two-step change in sensibilities. First, when ultrasound reveals how human the living fetus appears. Next, when people learn, as in these inadvertent admissions, what killing the fetus involves.

Remember. The advent of ultrasound has coincided with a remarkable phenomenon: Of all the major social issues, abortion is the only one that has not moved toward increasing liberalization. While the legalization of drugs, the redefinition of marriage and other assertions of individual autonomy have advanced, some with astonishing rapidity, abortion attitudes have remained largely static. The country remains evenly split.

What will be the reaction to these Planned Parenthood revelations? Right now, to try to deprive it of taxpayer money. Citizens repelled by its activities should not be made complicit in them. But why not shift the focus from the facilitator to the procedure itself?

The House has already passed a bill banning abortion after 20 weeks. That's far more fruitful than trying to ban it entirely because, apart from the obvious constitutional issue, there is no national consensus about the moral status of the early embryo. There's more agreement on the moral status of the later-term fetus. Indeed, about two-thirds of Americans would ban abortion after the first trimester.

There is more division about the first trimester because one's views of the early embryo are largely a matter of belief, often religious belief. One's view of the later-term fetus, however, is more a matter of what might be called sympathetic identification—seeing the image of a recognizable human infant and, now, hearing from the experts exactly what it takes to "terminate" its existence.

The role of democratic politics is to turn such moral sensibilities into law. This is a moment to press relentlessly for a national ban on late-term abortions.

HONORING ADA'S LEGACY, BUILDING FOR ITS FUTURE

HON. EARL BLUMENAUER

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 28, 2015

Mr. BLUMENAUER. Mr. Speaker, this past weekend our nation celebrated the 25th anniversary of the Americans with Disabilities Act (ADA). Since its enactment in 1990, this seminal law has not only benefited millions of persons with disabilities; it has benefited every American. Today, we are a stronger, more diverse, fairer, and more accessible society thanks to the ADA.

One part of our daily lives where the law's achievements are particularly visible is in public transportation. Mr. Michael P. Melaniphy, president and CEO of the American Public Transportation Association (APTA), captured the hope and promise of the ADA in an essay

published this week in APTA's Passenger Transport newsmagazine. I commend APTA and the public transportation community for their efforts to help us move closer to an America, as Mr. Melaniphy states, "With equal access for everyone, everywhere and at all times." I submit his essay.

(By Michael Melaniphy, APTA President & CEO)

The history of public transportation is the story of American progress. Over decades of technological and social change, our industry has helped open frontiers, grow local economies, and improve the lives of millions.

This month's silver anniversary of the Americans with Disabilities Act (ADA) is a reminder of how mobility can change attitudes and break down barriers, both real and perceived.

When Congress in 1990 guaranteed equal opportunity for persons with disabilities, seminal changes were already writing the prelude for a new century focused on freedom and equity. It was the year that Nelson Mandela was released from a South African prison. East and West Germany were united. Tim Berners-Lee gave us the World Wide Web.

None of us could have foreseen what would emerge 25 years later, but we knew ADA would change the way our nation and our industry thought about access to public transportation.

It's been said that without struggle there can be no progress, and the early days of implementing this new law were challenging. The country had just entered a recession and many cash-strapped public transit agencies were politically and fiscally encumbered.

As a young general manager in Hamilton, Ohio, at the time, a dearth of resources for ADA compliance forced me to think differently about what equal access could mean for our community. We established a system-wide point deviation plan and introduced braille and tactile bus stop signs—both firsts in the nation that became models for other public transit organizations. The experience marked the beginning of a new personal passion to provide equal access to all.

To design practical solutions, we needed to gain a true understanding of the difficulties faced by persons with disabilities. While sitting in wheelchairs, our drivers, supervisors and I learned firsthand what it was like to navigate high floor buses and ride when incorrectly secured in a paratransit vehicle. We donned blackened goggles to experience a bus trip without visual clues to our location, and we discovered that ADA-mandated curb cuts didn't necessarily mean a sidewalk would take us to a desired destination once we left the bus. All of this helped us become better problem solvers, better thought leaders and better citizens.

Today the public transportation sector can take pride in how far we have come. Aspiration has replaced apprehension. From 1993 to 2013, the portion of accessible buses nearly doubled (from 51 percent to 99.8 percent), accessible light rail and streetcar fleets more than doubled (from 41 percent to 88 percent) and accessible commuter and hybrid rail fleets almost tripled (from 32 percent to 87 percent). Additionally, all of America's heavy rail and trolleybus fleets are 100 percent ADA compliant. Such advances in fixed route access have allowed tens of millions of people with disabilities to participate more fully in their communities.

For individuals who are unable to use these modes of public transit, our systems provided more than 230 million demand-response trips in 2013—from a starting point of 68 million in 1990, the year ADA was enacted.

The achievements of the past quarter century should encourage us to address any re-

maining challenges. Our industry must continue to build productive partnerships with the ADA community. Both physical and financial barriers persist for some legacy rail systems. And we need to find new, more cost-efficient ways to reach more people, especially through our fixed-route services.

In this 25th-anniversary year, there is good reason to be enthusiastic. Unlike 1990, today's technological innovations appear almost monthly, offering fresh ways to increase access and choice while reducing fear and complexity for new riders.

Still, an industry is made great not just by its newest machines, but by how it lives its values and meets its customers' greatest needs. Our work is about more than getting people to and from a workplace or doctor's office; it's about giving everyone the freedom, independence, and access to achieve their greatest potential.

ADA has taught our industry that progress is impossible without change. Our commitment to fulfilling the law's spirit has become a core tenet of who we are and what we do. Like so many of the people whose stories are told—and who are pictured—in this special publication, I am proud to have played a role in ADA's foundational years.

Thanks to ADA and the efforts of public transportation leaders, we move closer every day to a world with equal access for everyone, everywhere and at all times. It's a legacy that deserves to be celebrated.

HONORING THE SERVICE OF DR. GAYLE ALEXANDER

HON. ANDY BARR

OF KENTUCKY

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 28, 2015

Mr. BARR. Mr. Speaker, I rise today to recognize an outstanding individual, Dr. Gayle Alexander, of Lexington, Kentucky. Dr. Alexander, a part of the greatest generation, served our nation in the United States Army.

Alexander grew up with a love for airplanes. He got his pilot's license at the age of fifteen, after just a few lessons. Following the attack on Pearl Harbor, Alexander volunteered and was accepted immediately into the Army Air Corps as a pilot. He was assigned to be a flight instructor, training other pilots for combat flying.

After two years, Dr. Alexander finally got his wish to be a part of combat and was sent to England to fly B-24 and B-17 bombers that hit targets in Nazi-held Europe on a daily basis. He named his plane the "Kentucky Kloudhopper". Alexander spent much of the time flying a "Mickey ship" equipped with special radar and led other bombers to their targets. On one mission, he and his crew barely made it back to England with 308 holes in their plane, two engines out, and part of the tail missing.

On his nineteenth mission, Dr. Alexander led one of the biggest raids of the war, with 1,200 bombers attacking a German oil plant. His plane was blown to bits just moments after dropping its bombs. Alexander struggled to deploy his parachute, reached the ground, and was immediately captured. He spent seven long months in German POW camps, where he received virtually no medical care and endured bedbugs, starvation, bitter cold, and long distance marches. He and his fellow POWs were finally liberated on April 29, 1945 by General George Patton and his troops. Dr.

Alexander returned home on a hospital ship, weighing barely 113 pounds.

Dr. Alexander eventually recovered. He became a veterinarian and had a long and successful career in Lexington, Kentucky. Dr. Alexander has shared a video of his war memories, his uniform, and other memorabilia with the American Air Museum in Duxford, England.

The bravery of Dr. Alexander and his fellow men and women of the United States Army is heroic. Because of his courage and the courage of individuals from all across Kentucky and our great nation, our freedoms have been preserved for our generation and for future generations. He is truly an outstanding American, a patriot, and a hero to us all.

TRIBUTE TO BOB BREWSAUGH

HON. LUKE MESSER

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 28, 2015

Mr. MESSER. Mr. Speaker, I rise today to remember the life of one of the best men I've ever known, Bob Brewsaugh who passed away over the weekend at the age of 76.

The good book says in 2 Corinthians 9:6, "He who sows sparingly will also reap sparingly, and he who sows bountifully will also reap bountifully."

Bob Brewsaugh lived this scripture.

Bob was a lifelong farmer, and a loving father and grandfather.

But, most importantly, Bob Brewsaugh was a man of God.

He worked hard. He treated everyone with kindness and respect.

Whether as a Sunday school teacher at Sandusky United Methodist Church or as a County Councilman or in his daily work on the farm . . . Bob tilled the land.

He sowed bountifully. And as a consequence, he reaped a blessed and bountiful life.

My thoughts and prayers are with Bob's wife Carolyn, his two kids Scott and Mandy, my brother Richie who is Bob's son-in-law, and Scott's wife Sarah.

I also pray for Bob's grandchildren, including my nephews Connor, Trey and Reid, and the entire extended Brewsaugh family.

RECOGNIZING MR. DUNCAN SHAW, CHAIRMAN EMERITUS, DEVIL PUPS

HON. JOSEPH J. HECK

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 28, 2015

Mr. HECK of Nevada. Mr. Speaker, I come to the floor today to honor the life of Mr. Duncan E. Shaw, a Korean War veteran and Chairman Emeritus of Devil Pups.

For more than 60 years, Duncan Shaw dedicated his time and talents to Devil Pups, a program started by his father in 1953 to provide teenagers with a life-changing opportunity to become better citizens and develop mentally, as well as physically, through Marine-inspired training.

Like his father, Duncan Shaw enlisted in the Marine Corps where he was assigned to Aviation and achieved the rank of Captain. He deployed to the combat zone during the Korean